



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 3PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090CONTRACTOR Hickey Marine SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Friday, January 27, 2001 REPORT NO. 006WEATHER Partly Cloudy to Clear, PM - WindyTEMPERATURE 28 - 48**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:****Hickey Marine** - Superintendent, Foreman, Operator, Pile Buck**Port Navigation** -**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):****Hickey Marine** - SeaHawk Manitowoc 3900 Crane Barge, Dredge Barge (Dump Scow), 6 c.y. Clam Bucket, Outboard Boat**Port Navigation** -**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

6:20 am Hickey was preparing equipment for the dredging operation.

7:10 am The 4 inch screen was moved to straddle Barge Bins No.3 and No.4. Hickey cleaned the debris off the 4 inch screen.

7:24 am Dredging began at approximately 150 feet downstream of the upstream end of the Berth 503 concrete deck.

7:30 am I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. I went to the T-6 Port Trailer to work on daily diaries.

8:40 am I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

I observed that the crane operator picked up a load of dredge material above the water and dropped the material back into the river. While I was contacting Greg Perkins (Hickey) the operator did this again. Per telecon with Greg Perkins, I indicated that this practice was unacceptable. Greg indicated that the operator should know better. Greg indicated that he would talk to the operator.

Greg Perkins met with the operator. The operator spent several minutes cleaning off the 4 inch screen.

I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. I noted an approximately 100 foot long cable pulled from the river with the dredge bucket. Hickey placed the cable on the crane barge.

9:30 am Greg Speyer (Hickey) arrived on the site. He explained that the crane operator had difficulty with the bucket controls when he dropped the 2 loads back into the river. He assured me that this would not happen again.

9:50 am I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The average barge draft was 7 feet. Dredging continued approximately 250 feet downstream from the upstream end of the Berth 503 concrete deck.

10:00 am Hickey moved the crane barge ahead. They cleaned debris off the 4 inch screen.

I went to the T-6 Port Trailer to work on daily diaries.

11:30 am Hickey continued dredging at approximately 330 feet downstream from the upstream end of Berth 503 concrete deck. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. Barge Bins No.3 and 4 were filled with dredge material. The draft at the pump house end of the barge was 7.5 feet.

12:20 pm Per telecon with Greg Speyer (Hickey), we discussed the dredging progress. I indicated that Hickey might run out of room on the dump scow before they completed the Berth 503 dredging. I will contact Tim Hagedorn (Hagedorn Survey) to

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perform the surveying tonight or Sunday morning.

Per telecon to Tim Hagedorn, he preferred to work Sunday morning. I indicated that I would confirm the ship schedule for Sunday and notify him.

1:00 pm Per telecon to Steve (Kinder Morgan), the ship was due to arrive at 3:00 pm on Sunday. I notified Tim Hagedorn.

1:15 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The water level in Barge Bin No.1 was approximately 2 feet below the top of the barge. Barge Bin No.2 was filled with material. The barge was trimmed toward Barge Bin No.1.

1:30 pm Hickey moved the crane barge ahead. Dredging proceeded at approximately 375 feet downstream from the upstream end of the Berth 503 concrete deck. Hickey facilitated the screening process by placing water from Bin No.1 on the material on the screen.

Hickey removed the dredge bucket in order to move the 4 inch screen to the other side of the barge.

1:45 pm Per telecon from Marcel (Port Project Engineer), I provided a project update.

2:00 pm Per telecon from Walt (Port Engineer), I provided a project update.

2:30 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The 4 inch screen was straddled between Barge Bin No.5 and No.6.

2:50 pm Three workers arrived for the second shift. Dredging ceased for the transition of workers.

3:05 pm Dredging resumed. The draft at the pump house end of the barge was 9 feet.

3:30 pm Greg Perkins (Hickey) left the site. He gave his cellular phone to the crane operator. He anticipated that the dredging would continue to about 7:00 pm.

4:00 pm Greg Speyer (Hickey) was on site. We discussed the possibility that the barge would fill up before completing the dredging at Berth 503. I suggested that the operator might want to drain each load prior to placing the material on the screen. I observed that the turbidity plume was about 25 feet downstream from the dredge bucket and appeared to be moving slightly upstream. There appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

5:00 pm The draft at the pump house end of the barge was approximately 13.5 feet. I observed that the turbidity plume was about 20 feet downstream from the dredge bucket and appeared to be moving slightly upstream. There appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

5:30 pm Dredging proceeded at approximately 500 feet downstream from the upstream end of the Berth 503 concrete deck.

5:50 pm The draft at the pump house end of the barge was approximately 14 feet. The operator spent several minutes clearing the 4 inch screen by picking up and dropping the material with the clam bucket.

6:00 pm Hickey removed the clam bucket in order to move the screen to the other end of the barge. Water in Barge Bin No.7 was less than 12 inches below the top of the barge.



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6:15 pm The 4 inch screen was straddled across Barge Bins No. 2 and No.3. Dredging resumed.

6:30 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. Per telecon with the crane operator, there was no more room on the barge.

7:00 pm The clam bucket was removed.

7:15 pm The screen was moved to straddle Barge Bins No.5 and No.6. According to the crane operator, he will attempt to load a half dozen more bucket loads of material.

7:22 pm Dredging resumed.

7:45 pm I observed that the water level in Barge Bin No.7 was to the top of the barge. I contacted the operator and indicated that it was not acceptable to run water from the barge into the river. He indicated that he would stop dredging. The dredging was completed almost to the north end of the dredge area per the project plans.

8:00 pm The clam bucket was removed. The 4 inch screen was moved to Barge Bin No.1. The Tidewater Tugboat arrived.

8:20 pm The average draft on the barge was approximately 14 feet. The crane barge spotlights were turned off. I left the site.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____ FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

INSPECTOR Frank Schmidt HRS _____ DATE _____

(signature on hardcopy)– _____